

THE MORNING ASTORIAN
Established 1873.
Published Daily Except Monday by
THE J. S. DELLINGER COMPANY.

SUBSCRIPTION RATES.
By mail, per year.....\$7.00
By carrier, per month..... .80

WEEKLY ASTORIAN.
By mail, per year, in advance...\$1.00

Entered as second-class matter July 30, 1906, at the postoffice at Astoria, Oregon, under the act of Congress of March 3, 1879.

Orders for the delivery of this issue may be made by postal card or through telephone. Any irregularity in delivery should be immediately reported to the office of publication.

TELEPHONE MAIN 661.
Official paper of Clatsop County and the City of Astoria.

WEATHER.
Western Oregon and Washington—Rain; high southerly winds in interior; strong southerly gale along coast.

SOME CALIFORNIA NERVE.
The Fruit Growers' Association of California has memorialized the Congress of the United States to repeal the Chinese Exclusion Act because it is essential to the safety of that great industry, as no other labor is available in all that State for the picking and packing of the fruits. This is genuine nerve; the sort that is propagated in this Twentieth century year of 1907 by the very neri-est combine on the whole Pacific Slope. This group of men would Orientalize the Pacific west and eventually the whole country, simply to save them from the necessity of paying a wage that would bring the white labor of the state into their patches, fields, orchards and vineyards.

It is an outrage that such a proposition should be sent up to Washington; and it is to be hoped it will receive such a lambasting on its route through Congress as will forever stand as a rebuke and reproach to other swinish concerns to whom the profits of business are of more moment than the peace and progress of the section and of the nation itself.

For years it has been known that no self-respecting white person had any place or chance in that particular industry in California and the beggarly policies of the combine have sunk to a point where it cannot command even the Chinks, who are deserting the work under the code of reduction that has been instituted to cut their miserable scale and compel them to live and labor under conditions lower than they were insured to in their own country.

It is simply another manifestation of the spirit of cinch that possesses the corporate life of the country, and of the icy indifference that would sacrifice anything and everything to the wretched doctrine of self.

TROUBLE IN TOY HARBOR.
The British ship Port Patrick broke away from her dock up in Portland's artificial little harbor the other day and caused dread and consternation without end among the harbor officials and bridge-tenders and the masters and crews of the other vessels strung along the toy channels in the narrow little Wilamette, but was finally rounded-up and secured before she had hurt herself or any of her neighbors.

This is but another illustration of the fallacy of trying to create something out of nothing. There is but one real harbor on the Oregon coast at this time and that is at the mouth of the Columbia, between Tongue Point and the Pacific Ocean; and it is here, in that natural haven, with world's of water and channel-room and shelter and space for movement of vessels, that the commerce of Oregon should be berthed, discharged and cargoes. Just why the supreme advantages of the great bay at this end of the river should be ignored and the 100-mile haul up two rivers to an insufficient and inadequate "harbor" be maintained, to the loss and cost of every vessel making the trip, is one of the questions that will settle itself upon just such bases as the run-away Britisher set up the other day. Someday Portland will discover that she can handle all her commerce from this end, with infinitely greater expedition and measurably less cost, and she will attend to the matter as she should. Astoria is quite ready to assist at any time in this behalf.

HARRIMAN GETS CHEERY.
E. H. Harriman has said it. He is quoted in the press despatches as saying: "We are in the rebound from

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the depression and we are in it to stay. There will be no falling back. Each step that we are taking is firm. Underneath the whole situation there is industrial stability. There is too much work to be done and too great capacity for doing it to allow a long-drawn depression.
Coming from such a source this sounds unusually good. We will have to concede his sincerity in making the statement on the ground that under pending conditions any insincerity on his part would likely react on any ulterior program he may have up his sleeve. The people generally do not like nor trust Mr. Harriman, and ordinarily he is no prophet of theirs; but he has never been classed among the fools, and by reason of this exemption, is entitled to full faith and credit in a declaration that is admittedly as sound as it is welcome.

HOUSE WILL DISSOLVE.
Baring Bros. of London and New York Will Close.

NEW YORK, Dec. 5.—The New York banking firm of Baring and Company which has existed since the world-wide "Baring Crisis" in 1890, is dissolved January 1. The firm was organized at the time of the crisis in the affair of the London firm of Baring Bros. and Company, Limited, which shook the financial world, and succeeded the firm of Kidder, Peabody and Company of Boston, as the American representatives of the great London house. In 1906 Thomas Baring, brother of the head of the London house, who opened the American branch, returned to London and was succeeded by Hugo Baring, his nephew, who has now been called to England. Kidder, Peabody and Company will again become the agents of Baring Brothers and Company and will establish an office in New York.

HONOR PRINCE.
Chinese Potentate Accorded Many Kow Tows by Japanese.

TOKIO, Dec. 5, 5 P. M.—Prince Puhin, a special envoy from China, who is returning the recent visit of Prince Fushimi of Japan to that country, arrived here this evening. He was welcomed at the depot by Prince Fushimi, representative of the Imperial household, cabinet ministers, the Chinese minister and hundreds of Chinese students, amid much enthusiasm. He was driven to the Shiba palace, where he will be entertained during his visit, which will last a week. Many functions have been arranged in his honor.

PAYS BIG RENT.
NEW YORK, Dec. 5.—The Broadway Theater building, located on Broadway between 40th and 41st streets, has been leased to Felix Isman, of Philadelphia, for a long term of years beginning in May, 1909, when the present lease expires. The rental is said to be \$75,000 a year. The theater was leased to Jacob Litt in 1889 at a yearly rental of \$40,000. It is understood that Mr. Isman intends to convert the theater building into a department store. The property's assessed valuation today is \$1,322,000.

It is doubtful whether there is a millionaire in the world an angel would regard as rich.

COFFEE
Insist on the roaster's name; never mind the country it grew or is said to have grown in.
Your grocer returns your money if you don't like Schilling's Best; we pay him

COULD FENCE WORLD
With Oregon Timber Fifty Foot Fence Could be Built.

CONSERVE FOREST WEALTH
Oregon's Vast Area of Timber Will Last With Reasonable Handling For More Than 150 Years—Markets of World Pay \$45,000,000 to State.

PORTLAND, Ore., Dec. 5.—Recent government warnings as to the exhaustion of the forests of the country cause little concern in Oregon, which has 300,000,000 feet of standing timber, more than any other state in the union, and one-sixth of the entire supply of the United States. At the present rate of consumption, not allowing for any new growth, Oregon's timber supply would last 150 years. At \$12 per 1000 feet, the state's timber is now worth \$3,600,000,000, or more than the total amount of money in circulation in the United States.

The most productive area lies west of the Cascades, where the average of standing timber is 17,700 feet to the acre, but many tracts are found that yield 50,000 feet, and single logs that in the form of sawed lumber are worth from \$50 to \$100 are commonplace. Six hundred sawmills, employing 15,000 men, besides 7,000 men in the logging camps, produce two billion feet of lumber every year, for which the world's markets pay Oregon nearly \$45,000,000 for forest products of all classes.

Federal withdrawal of extensive forest reserves and the state's new laws for the protection of its forests are depended upon to prolong indefinitely the existence of Oregon's timber supply as its principal source of revenue. The fact that there is enough timber in Oregon to build a solid board fence 50 feet high around the entire United States only makes her more determined to conserve this vast forest wealth.

PRODUCT IS GREAT.
Reports in Northwest Show Average of \$1000 For Each Family.

CHICAGO, Dec. 5.—Answers to a circular letter sent out by C. R. Erwing of Chicago to editors of agricultural papers in various sections of the country, show that the nation's land products are of such volume and value as to insure a speedy end of the financial stringency provided they can be turned into cash. Mr. Erwin, who is president of an advertising agency, sought first hand information and was surprised at the uniformly favorable report.

Kansas, according to Arthur Capper of the Mail and Breeze, has \$200,000,000 worth of grain and the bank deposits of the state aggregate \$165,000,000. Reports from the 125,000 square miles of territory which have Spokane as a center, give the value of products there as \$77,000,000, an average of over \$1000 for each family in the district. These figures include wheat, dairy products, live stock, poultry, mines and lumber. Wool high, mutton soaring, cattle bringing fair and crops high prices is the showing made in Montana.

The largest monument in the world is being erected to the memory of Victor Emmanuel II. in Rome. If Ramesis II. were still living he could be depended upon to beat it.

DEVELOP WATERWAY
Railroad Magnates Urge Action for Rivers and Harbors.
FACILITATE TRANSPORTATION

James J. Hill and President Finley on the Southern Railway Point Out Pressing Need of Immediate Development of Country's Waterways.

WASHINGTON, Dec. 5.—The appearance on the same platform at the National Rivers & Harbors Congress this week of President Finley of the Southern Railway, President James J. Hill of the Great Northern Railroad, and Ambassadors Jusserand and von Sternberg was a notable affair. The railroad magnates were pleading for action by the federal government similar to the action taken by France and Germany. They pointed out the necessity for an intelligent development of waterway transportation as a means of aiding the railroads of the country and preventing costly and dangerous congestion of traffic.

On the other hand, Ambassador Jusserand dwelt upon the highly developed rivers and canals of his country and the assistance they were to the railroads and to every branch of business life. Ambassador von Sternberg drew the same picture of the great advantage to German farmers and manufacturers the canalized rivers and artificial waterways of his country had proved themselves to be. Such a thing as congestion of traffic practically is unknown on the German railways, and delivery of important goods in both countries is accelerated because the railways do not have to burden their lines with long trains of heavy freight.

In an interview Mr. Hill, the "Builder of the Northwest," dwelt upon the urgent necessity for some method of transportation that will relieve the railroads of the United States as the railroads of France and Germany are relieved. Business is outstripping in growth more aggravated, and unless something is done at once to remedy the situation, Mr. Hill believes prosperity will give way to panic and hard times, instigated solely by the cutting off of markets to the producer by reason of traffic congestion.

The railroad man declares that the products of field, factory and mine are increasing each year from 10 to 15 per cent. The transportation facilities necessary to handle this increase are growing only 2 1/2 per cent each year. It requires little figuring to ascertain that within a brief time the railroads will be so swamped that access to the markets will practically be denied producers of foodstuffs, coal and ores, for the railroads will move higher class and consequently better paying freight in preference.

Again, taking Mr. Hill's conservative estimate of a yearly increase of production of 10 per cent, it would be imperative that in the next decade the railroad mileage of the country be doubled to care for the increase. This is manifestly impossible. The present great railroad system of the United States took years on years to build and perfect, and billions were expended. It must be understood, too, that the present lines were constructed during years of high freight and passenger rates and with the aid of government, state and township subsidies. Now the railroads are encompassed by conflicting state laws, ruled by the Interstate Commerce Commission, and are facing further drastic federal legislation. Capital is not going to be liberal under such circumstances, however necessary and salutary they may be.

The logical solution of the problem is to be found in waterways development. Consequently, the convention here this week promises to mark an epoch in this work. The government is aroused to the necessity for it, and the American people have spoken in no uncertain tones.

Good Cough Medicine for Children.

The season for coughs and colds is now at hand and too much care cannot be used to protect the children. A child is much more likely to contract diphtheria or scarlet fever when he has a cold. The quicker you cure his cold the less the risk. Chamberlain's Cough Remedy is the sole reliance of many mothers, and few of those who have tried it are willing to use any other. Mrs. F. F. Starcher, of Ripley, W. Va., says: "I have never used anything other than Chamberlain's Cough Remedy for my children and it has always given good satisfaction." This remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by Frank Hart and leading druggists.

Holiday Greeting:
The happy CHRISTMAS time is fast approaching and I take great pleasure in inviting you to inspect my now and well selected line of Diamonds, Watches, Clocks, Jewelry, Solid Silver and plated ware, Cut Glass, Umbrellas, and Gold and Silver novelties. I have the largest and finest stock this year to select from that I have ever shown in Astoria. PRICES are RIGHT; QUALITY UNSUR PASSED. Come early and make your selections. I will lay them away until you want them.
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WILL NOT BE COMPLETE WITHOUT SOME OF OUR SELECT TABLE WINES A PARTIAL LIST TO CHOOSE FROM.
SWEET WINES: Old Port—Tawny, rich, light and color. Old Sherry—Pale, clean, nutty. Angelica—Soft, agreeable, full. Muscatel—Very fruity, sweet. WHITE WINES: Riesling—Medium light table wine. Sauterne—Natural mellow, pronounced flavor. Chateau Yquem—Full bodied Creme of Sauternes. Sparkling Sec Dry—Fragrant, effervescent. RED WINES: Zinfandel—Clean, light table wine. Burgundy—Medium bodied, mellow. Sparkling Burgundy—Brilliant, pleasant. Grape Juice, Maraschino cherries, fruit and Cognac Brandies, and a full line of Cordials.
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